

ELECTRIC STEEL FURNACES ARE BEING INSTALLED

In Increasing Number and
In Various Sections of
the Country.

U. S. STEEL TO BUILD LARGEST

At its Milwaukee and Chicago Plants:
First Furnace in South Now in Suc-
cessful Operation; Greater Manu-
facturing Facilities are Required.

Persons who are actively concerned in the successful promotion of the new electric steel plant enterprise for Connellsville, with its interest in knowing that the improved process of manufacture is finding wide application in the industry. The earliest development and use of the electric furnace was in France and Germany, but in recent years it has been improved by American engineers and tested out under the severest conditions of actual manufacture. Its success and efficiency have been proven to such a degree that upwards of 60 installations have already been made throughout the United States and new contracts are being made every few days.

The furnaces thus far installed have a comparatively small output capacity per heat, a fact which shows their advantages over open hearth furnaces. The latter can produce only about three heats per week while the electric furnace can produce the same results in three or four hours. The large steel plants have been slower to adopt the new method than have smaller concerns, but an important forward step in the development of tonnage production of electric steel in this country is about to be taken by the United States Steel Corporation. After a series of tests extending over a period of years the leading producer of steel has decided to erect large electric plants at Milwaukee and in the Chicago district. The sizes of the furnace units have not yet been finally determined, but they will be the largest yet installed, and will exceed 25 tons per heat.

These furnaces will be of the Heroult type which are manufactured under the patents of the French inventor whose name the furnace bears. The control of the American rights under these patents is vested in the American Bridge Company, a subsidiary of the United States Steel Company, which builds the furnaces at its Ambridge and Pencoed plants.

The first run of the first electric steel furnace installed in the South was made a few days ago at Anniston, Ala. This furnace is the nucleus of an installation of three furnaces which will be made in the Anniston-Talladega district. The furnace just placed in operation is of the Heroult type, with a capacity of five to six heats of 6 tons each per hour, or an output of 30 to 35 tons per day, or about half the capacity of the plant proposed to be installed in Connellsville.

The furnace at Anniston will be operated on steel scrap, and the electric power will be supplied by the Alabama Power Company, which owns the steel plant. The furnace will be operated in conjunction with the Anniston Ordnance Company. Ingots will be produced by the steel company and sold to the ordnance company, which is at present operating on a large order of shells for foreign countries. It is the purpose of the steel company to eventually work into the manufacture of high-grade tool and cutlery steel.

In order to take care of the heavy demand for electric steel furnaces the American Bridge Company, manufacturers under the Heroult patents, is arranging to make an addition to the machine shop facilities of the Pencoed plant at Philadelphia. Complete units of this type of steel-making equipment are made at this plant and at the Ambridge plant. It is probable that this activity will also be extended to the Gary plant of the United States Steel Corporation.

A large number of furnaces are being completed and shipped monthly by the American Bridge Company, which sells them to users on a royalty basis.

Consult John M. Savage, located at Sheffield, England, recently submitted a report on the progress in the introduction of electric steel furnaces

in the principal steel district of Great Britain. Concerning their use he says:

"Until the past year the use of electric furnaces in Sheffield was limited and not more than 10 were in operation in all the steel works located here. That Sheffield manufacturers are alive to the possibilities of the newer process is shown by the fact that during the calendar year 1915 at least 15 additional electric furnaces were installed in various works or are in process of installation, and a large number of manufacturers have erected of such furnaces under construction."

"As a result of the increased production owing to the introduction of these furnaces a largely increased output of alloy steel for the construction of automobiles, aeroplanes, and small castings has resulted, and at present there is a large demand for these types of steel."

PENNSYLVANIA'S LARGEST SOFT COAL OPERATORS

H. C. Frick Coke Company Easily Leads With a Production of 15,874,754 Tons; Others Over 1,000,000.

A compilation from the official reports of the mine inspectors of the bituminous coal mining districts for the year 1915 gives interesting comparisons of the output of the larger operating companies. The following shows the order of those producing 1,000,000 or more tons:

H. C. Frick Coke Company	15,874,754
Pittsburgh Coal Company	10,872,714
Monongahela River Consolidated Coal & Coke Company	5,178,000
Keystone Coal & Coke Company	3,570,610
The Herward-White Coal Mining Company	3,204,585
Jackson Coal & Coke Company	3,187,530
Vesta Coal Company	3,011,471
Pennsylvania Coal & Coke Corporation	2,651,704
Rochester & Pittsburgh Coal & Iron Company	2,560,092
Westmoreland Coal Company	2,511,022
Jefferson & Cleveland Coal & Coke Company	2,131,325
Pittsburgh Terminal Railroad & Coal Company	2,125,041
W. J. Ralney Coal Company	2,112,717
Consolidation Coal Company	1,932,458
Ellsworth Collieries Company	1,711,857
Youghiogheny & Ohio Coal Company	1,692,106
United Connellsville Coke Company	1,588,892
Carnegie Coal Company	1,527,107
Chardfield-Huttons Coal Corporation	1,579,916
Cambria Steel Company	1,534,352
Pittsburgh & Western Coal Company	1,501,671
Northwest Mining & Express Company	1,476,423
Buffalo & Stauntonham Coal & Coke Company	1,398,011
Washington Coal & Coke Company	1,250,251
Penn Gas Coal Company	1,239,271
Allegheny River Mining Company	1,218,841
Cowanahannock Coal & Coke Company	1,198,477
Pittsburgh Coal Company	1,129,955
Ford Collieries Company	1,073,622
New York & Cleveland Gas Coal Company	1,015,927
Republic Iron & Steel Company	1,041,563
United Coal Company	1,027,609

GOOD PRICES FOR COAL

Sevelick and Washington County Traces Change Hands.

The Sevelick Creek Coal Company, of which H. B. Robinson, A. D. Williams and H. B. Van Gilder of Uniontown, were the incorporators, has purchased three tracts of coal land, totaling about 150 acres, under the fault line in South Huntingdon township near Yukon, Westmoreland county. The consideration named in the deed was \$125,000. Development of the tract has been commenced by the erection of a temporary tipple on Sevelick creek, a half mile west of Yukon.

What is known as the Hatney tract of coal three miles west of Finleyville, Washington county, consisting of 220 acres, has been purchased by Olet Brothers, of Denora. The price paid was \$500 per acre.

No Passengers Killed in Three Years. The Pennsylvania railroad east of Pittsburgh and Erie has just completed its third successive year in which no passenger was killed in a train accident. A reduction of 11 per cent in accidents to employees last year was also recorded.

Resumes Bessemer Department. The Bethlehem Steel Corporation is starting up its Bessemer steelmaking department to furnish steel for the rail and structural mills. This department has been shut down since June 30, 1913.

LIST OF COKE OVENS IN

The Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Apr. 1, 1916.

Total Ovens	In Blast	Name of Works	Name of Operators	P. O. Address
200	200	Acme	W. J. Ralney	New York, N.Y.
80	80	Acme	Penn Coke Co.	Uniontown
280	280	Adelaide	H. C. Frick Coke Co.	Pittsburgh
388	388	Alexton	H. C. Frick Coke Co.	Pittsburgh
397	380	Barkley	H. C. Frick Coke Co.	Pittsburgh
182	182	Bear	Mt. Pleasant Coke Co.	Greensburg
300	300	Biller	H. C. Frick Coke Co.	Pittsburgh
120	120	Boyer	Mt. Pleasant Coke Co.	Greensburg
250	250	Brinkerton	H. C. Frick Coke Co.	Pittsburgh
30	30	Buckeye	H. C. Frick Coke Co.	Pittsburgh
280	280	Brush Run	Brush Run Coke Company	Mt. Pleasant
280	280	Calumet	H. C. Frick Coke Co.	Pittsburgh
32	32	Carroll	Peeterson-Connellsville Coke Co.	Pittsburgh
301	301	Central	H. C. Frick Coke Co.	Pittsburgh
150	150	Clara	Clara Coke Co.	Greensburg
78	78	Coalbrook	H. C. Frick Coke Co.	Pittsburgh
400	400	Collier	H. C. Frick Coke Co.	Pittsburgh
400	400	Continental 1	H. C. Frick Coke Co.	Pittsburgh
348	348	Continental 2	H. C. Frick Coke Co.	Pittsburgh
300	300	Continental 3	H. C. Frick Coke Co.	Pittsburgh
150	150	Crown	H. C. Frick Coke Co.	Pittsburgh
388	388	Davidson	H. C. Frick Coke Co.	Pittsburgh
40	40	Dexter	Connellsville Coke Co.	Uniontown
230	108	Edox	H. C. Frick Coke Co.	Pittsburgh
40	40	Ellum No. 1	Whitelock Coke Co.	Uniontown
100	100	Ellum No. 2	Whitelock Coke Co.	Uniontown
200	200	Ellum No. 3	Whitelock Coke Co.	Uniontown
101	101	Ellum No. 4	Whitelock Coke Co.	Uniontown
101	101	Ellum No. 5	Whitelock Coke Co.	Uniontown
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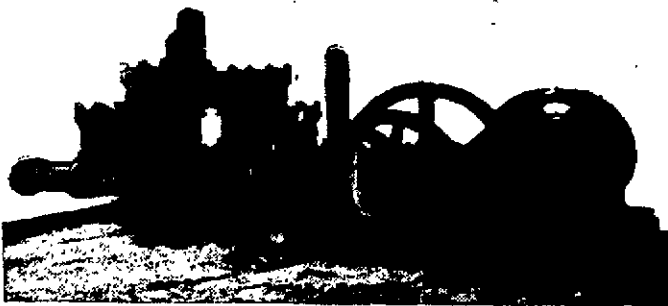
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FIRST NATIONAL BANK BUILDING, UNIONTOWN, PA.

PERRYOPOLIS AND SMITHFIELD HOTELS FACE OBJECTIONS

Remonstrances are Heard at the Formal Session of License Court.

A DISPUTE FROM FAIRCHANCE

Brief Session is Held at the Court in Less Than Two Hours; Controversy Also Develops Over Ohio's License

UNIONTOWN, April 3.—Remonstrances against the granting of hotel licenses in Smithfield and Perryopolis were heard by Judge Q. Van Swearingen and E. H. Reppert in the annual session of license court this forenoon. Cross remonstrances were filed against the granting of license at the Albion Hotel, Fairchance, by Friedman and Sechler and Frank P. Myers both of whom are seeking the license there. The application of Richard W. Dawson, trustee of the estate of D. D. Rush, a bankrupt, to the hotel at Hotel Titlow, Uniontown, was withdrawn. Harry Marletta and F. M. Rush both asked to be granted the license at the Ohio House in Ohio. The session of license court was a brief one being concluded in one hour and a half after it began. There were many women in court today and the entire seating capacity of the large court room was taken up by spectators.

Attorney John Duggan, Jr. represented Tesse B. Wyatt who is seeking a renewal of his license at the Hotel Perry in Perryopolis. Mr. Duggan attacked a remonstrance of the school children of Perryopolis declaring it to be a fraud upon the court. He said that Mr. Wyatt's own child had signed it when it was taken into the public school there. Mr. Duggan said that during the last year Mr. Wyatt served over 1,000 meals at the Hotel Perry and that there is scarcely a vacant room in the hotel.

The remonstrance to the Hotel Perry license was represented by Attorney H. S. Dumbauld and H. J. Robinson. Mr. Dumbauld said that the names on the remonstrance are the same ones who have been on the remonstrances since 1904. He declared that the applicant paid two men to circulate his petition for a license.

Mr. Robinson said that he represented more than 100 women of Perry township and the school children. He said that the petition of the school children was circulated by one of them. The women of Perry township said Mr. Robinson would rather entertain strangers coming into that community free than have the temptations of an open bar thrust upon their husbands and sons.

The application of the Gable for a license at the Smithfield Hotel Smithfield was represented by Attorney Duggan. He submitted his case on the application J. W. Dawson represented the remonstrants. He said that the petition of Smithfield would renew their proposition that the traveling public is not taken care of without a license in the town the people of Smithfield will accept it. A public eating and rooming house, Attorney J. W. Dawson represented the interest in the hotel of Harry Marletta and H. J. Sechler for a license at the Albion Hotel in Fairchance. He also represented the remonstrants to the granting of the license to Frank P. Myers. Mr. Friedman purchased the interest in the hotel of Harry Marletta in December 1904 and the license expires next September. Mr. Myers recently purchased the hotel property. An affidavit of Mrs. J. Annie Friedman wife of the licensor was presented to the court. She stated that she advanced to her husband \$3,000 to buy the interest of Mr. Rush in the Albion Hotel. She said that she had never been paid back any of this amount and the refusal of a license to Friedman and Sechler would mean the loss of that amount. Mr. Sechler stated that his debts amount to between \$700 and \$800.

Mr. Myers was represented by Senator William D. Cron, who stated that his client formerly was the owner of the Hotel Rapp in one of Pennsylvania's leading hotels. He said that Mr. Myers had purchased the hotel with the understanding that the license would expire in a short time and that he would get possession of the property.

Harry Marletta who for five years has conducted the Ohio House at Ohio, was represented by Attorney R. P. Kennedy. Mr. Kennedy said that the court has the right to determine in granting the license was the fitness of the applicant.

Mr. Rush was represented by Attorney John P. Kephart. Mr. Kephart said that the property where the license is being asked for was recently purchased by Mr. Rush. He said that while Mr. Rush is a young man he has had experience in the hotel business having been associated in the hotel business with his father in Connellsville for two years.

Freeman Wharf, daughter of E. W. Wharf today petitioned the court to change his last name to Hamilton. He has resided with a stepfather for years and seeks to avoid confusion of names.

A petition to quash the writ of mandamus made in the action of Lawrence E. Thayer to force an accounting of the affairs of the Indian, Ridge and Zenith coal companies from Worth Kilpatrick and John A. Armstrong.

GOODS ROADS DAY

Governor Brumbaugh Sets May 25 as the Date This Year

HARRISBURG, March 10.—Formal designation of Thursday, May 25 as "good roads day" for Pennsylvania was made by a proclamation issued today by Governor Brumbaugh.

This is the second time that the people of the state have been called upon to give their labor or material for the betterment of the highways. The first good roads day having been observed last May.

AMATEUR CHICKEN FANCIERS GO AFTER THE EGG RECORD

A. B. Hood and C. A. Furber are Each Trying to Win Honors With Hens

A. B. Hood, assistant cashier of the Second National Bank and C. A. Furber, chief auctioneer for the West Penn are both chicken fanciers. The former rear his chickens on the heights of the Indian road, while the latter, who has the use of the West Penn's wealth, the reports what his hens did the day before and Mr. Hood retorts with a report of his own. Once Mr. Furber's hen laid over his opponent with a record of 17 eggs and he believes that this will lay to rest the contest. Mr. Hood's hens are not doing anything sensational like that but they lay 11 to 14 eggs and their Greenwood Hill competitors can't egg out ahead.

In order that the deadlock may be broken Mr. Furber is thinking of putting a high power tension lamp in his coop and turning it on in the middle of the night. He believes that another day has dawned and convince them that it is their duty to lay an extra egg. If he can do this he figures that he will get a head that the Hood hens will never recover from the shock.

EXAMINATIONS NEAR

Fine Chance This Year for Mine Foremen and Pit Bosses

The annual state examination for mine foremen and pit bosses will be held here in four days beginning April 11 and Mine Inspector B. J. Walsh of the ninth district is already making arrangements to handle a large class.

Despite the fact that the inspection board is in some quarters that the workmen's compensation act would mean that there would be no chance for men holding state certificates mining men point out the fact that the law was never better adapted for young men holding these certificates.

Mine foremen and pit bosses are in demand because of renewed activity in the mines and so far not a single company so far as can be learned has more than one to take advantage of the law which permits them to ignore state certificates in making appointments. The larger companies have declared that with safety and the ruling slogan of the union, bosses in the mines must be thoroughly qualified by law or no law.

FIRE IS RECALLED

The Courier Building Burned 12 Years Ago Saturday

Thirty-two years ago Saturday the Courier was burned out. The building was destroyed by a fire which started in the paper when it was being stored in a shed. The fire spread to the building and destroyed the building and the paper.

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POWDER MILL EXPLODES

Two Men Badly Hurt at daPont Mill Near Fairchance

Two men were badly injured and several others had minor scrapes on building was demolished and much machinery wrecked when about 1,000 pounds of powder exploded in a powder company near Fairchance at 4 o'clock last Wednesday.

Samuel Cox, 27 years old and David Shadrach, 25 years old are in the Uniontown Hospital suffering from burns of the face, body and limbs.

The force of the explosion was plainly felt at Fairchance over a mile away.

HELD FOR SHOETHEFT

Negroes Believed to Have Lobbied a B & O Car at Station

Investigation by the Baltimore and Ohio police and Detective J. W. Mitchell seems likely to pin the theft of about \$170 worth of shoes on William Brown and James Taylor, two negroes arrested in Thursday. The shoes were taken from Baltimore and Ohio cars and were part of a shipment to Kinsbury's store here.

The police have been informed that these men were peddling shoes throughout the city and a number of pairs have been recovered. The men are still in the city looking awaiting the result of the investigation.

STANDS CASH OUT

Uniontown Depositors Will Soon Receive Dividend

UNIONTOWN, March 11.—(Received) John B. Strawn of the Union National Bank of Uniontown has sent to Washington for signature of the comptroller of the currency, \$100 checks for a 10 per cent dividend to be paid the depositors.

As soon as these checks are returned from Washington, the Union National Bank will be sent to the depositors.

CONTRACTS ARE LET FOR CONSTRUCTION OF SIX NEW ROADS

Commissioners Place Orders Aggregating \$397,561 With Five Firms.

DEMOCRATIC MEMBER DISSENTS

House Votes Against Division of Majority. Fairchance Road is Only One of Those Approved by Grand Jury That is Not Connected For

UNIONTOWN, April 1.—Contracts aggregating \$397,561 for the construction of 12 roads in various sections of 10 county commissioners today let the contracts to five firms. The contracts were let to the lowest bidder, but Commissioner George P. Jones dissented from the action. He said that he had a bill of materials for the roads and that the lowest bidder was not qualified to do the work.

All of the roads authorized by the grand jury to be constructed for the county are in the Fairchance road which was let to the lowest bidder. The road is 1.5 miles long and will cost \$12,500. The other roads are in various sections of the county and will cost a total of \$385,061.

The roads are: 1. Fairchance road, 1.5 miles long, \$12,500. 2. Uniontown road, 1.5 miles long, \$12,500. 3. Uniontown road, 1.5 miles long, \$12,500. 4. Uniontown road, 1.5 miles long, \$12,500. 5. Uniontown road, 1.5 miles long, \$12,500.

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WEST PENN LINEMAN NEAR DEATH FROM SEVERE SHOCK

Is Rescued With Difficulty After Heavy Voltage Nearly Seizes Him

His Jugular Vein Is Cut
His Injured Arm Held by 2,000 Volt of Electric Current
Lineman Miller, a member of the West Penn Linemen's Association, was nearly killed while working on a line in the town of Uniontown. He was struck by a high voltage line and his jugular vein was cut. He was rescued with difficulty and is now in the hospital.

Miller was working on a line in the town of Uniontown. He was struck by a high voltage line and his jugular vein was cut. He was rescued with difficulty and is now in the hospital.

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LOCAL CARPENTERS CONFIRM FINDINGS OF THE INSPECTORS

Ask to be Shown About Fourth Ward Buildings and are Convinced

THE BUILDING IS NOT SAFE

Beams are Rotted and in One Room the Floor Lacks Proper Support Being in Danger of Collapse Keyer and Kern Look Things Over

The possibility that the Fourth Ward school building which was condemned by a state inspector on Thursday night is unsafe was confirmed by local carpenters. The carpenters were shown about the building and were convinced that the building is not safe.

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PROMINENT DAWSON MAN IS A SUICIDE; WOMAN KILLS SELF

James Sherbondy, Councilman, Despondent Over Ill Health Shoots Himself Through Head

A prominent resident of Dawson shoots himself through the head early Monday morning while a young man's victim of Laureville died instantaneously as the result of taking poison. These two were the suicide toll of this section over Sunday.

Despondent because of ill health and because specialists gave little hope of recovery, James Sherbondy, 25, a Dawson councilman and one of the best known residents of that section, committed suicide about 10 o'clock this morning. He was found in his room by members of the family with a bullet wound in his right ear.

Mr. Sherbondy had been in poor health for some time and on Friday night he went to Pittsburgh to consult a specialist. It is understood that the doctor gave him little encouragement in the prospect of a cure and that he was despondent over his condition.

He had been a resident of Dawson for about 10 years. Prior to that he lived in Lower Merion township. He was a member of the Presbyterian church and was a member of the Methodist Episcopal church and was active in the lines. He was a butcher for many years but had lately retired from the business.

His daughter, Mrs. Helen Sherbondy, a recent graduate of the Pennsylvania high school, was in the house at the time of the suicide. She had been in the house for some time and had been preparing to go to school.

Mr. Sherbondy's widow, Mrs. Mary Sherbondy, was in the house at the time of the suicide. She had been in the house for some time and had been preparing to go to school.

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Mr

BETHLEHEM STEEL KEEPS UP FIGHT FOR ARMOR PLATE

**Renews Attack on Propo-
sition for Government
Owned Plant.**

SHOWS WEAKNESS OF THE PLAN

**Private Manufacturers Better Able
to Produce the High Grade Mater-
ial and Effect Prompt Deliveries;
Cost No Item in the Event of War.**

WASHINGTON, April 5.—Every member of Congress had before him today some further arguments in addition to those already presented by the Bethlehem Steel Company as to why it would not be wise policy for the United States government to build its own plant for the manufacture of armor plate for the battle ships. Many of the members realize the strength and the soundness of the arguments which are being placed before them, it is said, and it is believed in many quarters that they will be led thereby to use their influence to prevent the passage of the legislation which already has been adopted by the Senate, looking to the erection of a government armor plant.

In a statement addressed to the members of Congress and signed by Charles M. Schwab, chairman, and Eugene G. Grace, president of the Bethlehem Steel Company, which was before the national legislators today, it is argued that "if the government utilizes private plants to make the armor, it can exact conditions as to quality and obtain the benefit of economies, difficult if not impossible to realize in government manufacture itself." This argument is then amplified and the reasons in substantiation thereof given. They are as follows:

"First: Government manufacture means one sub-department of the government contracting with another, with no efficient means to enforce contracts, either as regards time of delivery or quality of material. There would, under government manufacture, be a natural pressure and inclination to avoid the cost and delay of replacement of armor failing to meet exacting specifications, which, if purchased of private concerns, would be rejected without hesitation. A few years ago the Bethlehem Steel Company lost \$90,000 because it could not meet the rigorous tests.

Second: It is more economical to operate an armor plant in connection with a commercial steel plant.

"Third: In making armor, necessarily a substantial amount of the product is rejected as scrap. In a private plant conducting other operations the discarded material can be saved; a government plant would have to throw it away or enter into the business of selling scrap armor steel.

"Two facts stand out: First, armor privately made and subjected to rigid government inspection and tests is certainly one of the highest grade; and second, private industry can effect economies impossible in a government plant.

"The United States has available three private armor plants developed for the use of the government and for no other purpose. We offer to open our books to the Federal Trade Commission, and put our experience, our facilities and our economies at the service of the nation upon such terms as the government itself shall name as fair."

"Many members agree that no proposal more favorable to the government could be secured, and in addition the Bethlehem Steel Company already had notified Congress that 'if the United States shall become involved in war or threatened war, the government of this country can have any product we manufacture—armor plate or anything else—at any price it chooses to pay; and under such circumstances and regardless of price, our entire plant will run 24 hours a day with every pound of energy behind it.'"

PORTS OPENING UP

**Relief in Sight for Coal Shippers Who
Bill Cars Easy.**

The embargo on the Atlantic ports declared by the Baltimore & Ohio railroad are again loosening up and it is thought that they may soon all be opened. The port of St. George opens up today and will receive shipments today, tomorrow and Friday.

Other ports are opening up gradually. The ban is entirely lifted at Port Reading, but no Baltimore & Ohio cars can be sent there.

The shipments over this division are still very heavy, the Baltimore & Ohio having as much as it is possible to handle without danger of congestion. Operators have been more than pleased this week, as the car supply has run at 100 per cent.

The grain shipments are being held up now instead of coal. The embargo is on tight on ports receiving grain and cars are being held up at points along the line until it is possible to ship them. At St. George, Pa., there are 200 cars of grain run in on a siding awaiting further shipment. This grain traffic continues heavy as the western elevators are being emptied.

Prospecting Freepoint Coals.
On account of the exhaustion of the Pittsburgh seam of coal in the vicinity of Donora, made apparent by the increasing number of worked out mines, tests are being made of the lower measures of coal. Security of the better grade and more easily mined mineral is driving operators to look after the Freepoint seam which has much deeper and is much more extensive to operate. So far the tests show a seam of 2½ and another of 3 feet.

Advertise in The Weekly Courier.

TRAINMEN'S VIEWS ON SHORT DAY CONTENTION

**Believe Their Demands Will be Granted
Without a Strike; Prefer
ation of Labor Will Support.**

The expressions of the brotherhood officials generally indicate that the trainmen prefer that their demand for the 8-hour day shall be settled by conference and arbitration rather than appealing to strike measures.

"The eight-hour day proposition ought to be easy to obtain," said O. D. Hopkins, general chairman of Brotherhood of Firemen and Enginemen. "It only means the trainmen will have to be run on speed basis of 12½ miles an hour instead of 10 miles per mile. A speed rate of 12½ miles an hour not only means that, overtime would start sooner, but it would reduce the hours of service. We have no idea there will be a strike. We feel the railroads will meet our demands to talk through a managers' committee and that a settlement will be reached. I can't see why railroad men are not entitled to an 8-hour day as well as employees in other lines."

Grand Chief Stone of the Brotherhood of Railroad Men, who represents the opinion that the men will never submit to such a proposition. Demands of the men, he said, are the dominant issues and nothing else will be permitted to interfere with settlement of them.

Vice President Robertson of the Brotherhood of Railroad Trainmen said that the railroad unions had demonstrated their opposition to strikes on many occasions, and could be depended upon, at this time, to do so in their power to reach a satisfactory understanding.

J. H. Welch, chairman of the Adjustment Board of the Brotherhood of Conductors, said: "We are not looking for trouble. We are merely asking for what we believe is just."

The 2,000,000 members of American Federation of Labor are preparing to defend demands of the trainmen, although organizations of the latter are not affiliated with the former. President Compton of the Federation has issued an appeal to all labor organizations making the eight-hour day demand, to support the railroad men's organizations.

GRADE CROSSINGS

**Six Claimed a Toll of 94 in 6 Months;
498 Other Fatalities.**

Ninety-four of the 502 persons killed on the railroads of the state in the last six months of 1915 lost their lives at grade crossings, and of this number 34 were occupants of automobiles, according to the reports of accidents on the railroads and electric lines of the state issued by the Public Service Commission.

The report shows a total of 502 killed and 4,859 injured on steam railroads and 28 killed and 1,352 injured on electric lines. The figures show an increase of 28 railroad fatalities and a decrease of 209 persons injured as compared with the last half of 1914. There were 10 more killed on trolley lines and a decrease of 258 injured on the same railways and compared with the last six months of the preceding year.

Railroad fatalities include 185 employees, four passengers, 223 trespassers and 105 others, the latter class including the grade crossings. Two hundred and twenty-eight persons were injured at grade crossings.

The report also shows an increase of 33 killed and 87 injured over the figures for the same period in 1914. Thirty-eight of those killed at crossings were pedestrians, 20 in wagons and two on bicycles.

Forty-four occupants of automobiles were killed in grade crossing accidents on high speed electric lines.

WILL MAKE DYES

**Rittman Quits Mines Bureau to Head
Big Concern.**

PITTSBURGH, April 5.—Dr. Walter S. Rittman, chemist of the Bureau of Mines, whose resignation was announced last night, was expected to reach Pittsburgh today for a conference with capitalists concerning the formation of a company to manufacture dyes.

It was recently reported that Dr. Rittman was to head a company formed for the purpose of manufacturing gasless dyes, which he developed, and which gained wide publicity, but close friends of Dr. Rittman said today that his attention would be given to dyes.

Independent engineers, it is said, would use the gasoline process for the present.

B. & O. COAL AND COKE TONNAGE

**For First Two Months of the Year
Made Big Increase Over 1915.**

During the month of February the coke tonnage hauled by the Baltimore & Ohio railroad amounted to 375,451 tons, against 232,111 tons in same month last year, an increase of 143,340 tons, or 62 per cent, while for the two months the shipments amounted to 761,153 tons, compared with 429,595 tons during the same period of 1915, an increase of 331,558 tons, or 77.2 per cent.

During the same month 2,688,007 tons of bituminous coal were carried compared with 1,906,212 tons in the same month last year, an increase of 781,795 tons, or 40.9 per cent. For the two months this year the tonnage carried amounted to 5,373,792 tons, compared with 4,198,515 tons during the first two months of 1915, an increase of 1,175,277 tons or 28.5 per cent.

CAUSE A MYSTERY.

**Experts Unable to Learn Why Stewart
Mine Co.**

JOHNSTOWN, Pa., March 31.—State mine inspectors today began an investigation of the explosion on the Conemaugh Smokeless Coal Company's Stewart mine yesterday, cost the lives of superintendent George Wadell and seven other miners. All the bodies were recovered except that of Thomas Hoover, which was believed to have been blown into a water-filled pit at the foot of the shaft. State and federal mine experts called here are mystified concerning the explosion as the mine was new and equipped with the modern improvements.

WILLARD URGES AN INQUIRY INTO THE DEMANDS OF MEN

**President Willard of B. &
O. Says Public Must be
Protected.**

WANTS COMMISSION TO ACT

**Declares Interstate Commerce
Commission, Which Fixes Rates, Should
Determine Whether Trainmen Are
Being Treated Fairly by Carriers.**

WASHINGTON, March 30.—In connection with the demands which the engineers, firemen, conductors and brakemen of the country were prepared today to make to the railroads of the country particular attention was attracted here today to a statement made by President Willard of the Baltimore & Ohio, who expressed the belief that some public body, logically the Interstate Commerce Commission, should make a thorough investigation in the public interest of the fairness of the demand of the railroad trainmen for a new wage scale.

"The public is interested," says President Willard, "in the right of train crews to fair, even 2000 rates of pay, and suitable working conditions. It should develop an investigation into these men are not well paid, considering the nature and circumstances of their service, they should have their wages increased."

"If it should then appear that the railroads are unable to add such increases to their expenses and still render the kind of service that the public demands, while returning to owners of the capital invested the amount of profit necessary to attract the additional capital the railroads require, to enable them to take care of the country's expanding business, then they should be allowed to increase their rates and charges."

"If, on the other hand, it should appear," adds Mr. Willard, "that engineers, firemen, conductors and brakemen are already fairly paid, then there is no reason why the public should be compelled to pay higher rates simply because these four large organizations have made, or expect to make, most unusual demands."

"Officers of the brotherhoods have expressed their dissatisfaction with the results of arbitration in the past and have intimated that they might refuse to arbitrate in this case. If they should do that, it appears to me that a congressional investigation, and a thorough inquiry by the Interstate Commerce Commission, acting under a mandate from Congress, might become inevitable."

The carriers are not permitted to raise the rate they charge in the public interest, unless permission to do so is first obtained from the proper regulating agency. Under proper regulation, also in the interest of the public, no body of men, large or small, should be permitted to add millions to the operating cost of railroads unless permitted to do so after a full hearing of all the facts.

Logically, this hearing should take place before the same body that fixes the rates and other conditions of service, that is to say, the Interstate Commerce Commission.

RAILS TO ADVANCE

**Price Stationary for 15 Years, in Go
Up After May 1.**

NEW YORK, April 5.—What will be an historic advance in the steel trade, an advance in the price of steel rails, is confidently expected in trade circles to take place shortly.

The base price of rails has stood at \$38 a ton for more than 15 years, fixed about the time the United States Steel Corporation was organized in 1901 and it has never varied. Today Judge Albert H. Gary, chairman of the corporation, issued a statement saying that the rail making industry in this country would maintain present prices until May 1 but would make no commitment beyond that date.

In view of the fact that the prices of other steel products have been moving upward, and that many independent rail makers have favored placing rails on a parity with these products, the announcement of Judge Gary was generally taken to indicate that such an advance was contemplated after May 1.

Railroads lately have been breaking all precedents by placing their rail orders almost a year in advance. In March rail mills took orders for a total of 1,622,209 tons, according to trade authorities, a record breaking business.

P. R. R. EMPLOYEES ASK RAISE.

**Trainmen Present Demands; A Propo-
sition is Offered.**

A committee representing railroad employees who are members of the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen & Enginemen, Order of Railway Conductors and Brotherhood of Railroad Trainmen met General Manager C. C. Long of the Pennsylvania Railroad Thursday and presented a request for increased wages.

Mr. Long presented a counter-proposition in which it was stated that the present standard rates and working conditions have been very largely fixed by mediation and arbitration that the company feels it is adequate, and even liberal to the employees.

Five New Donner Furnaces.
Recent contracts for the extension of its open hearth steel works by the Donner Steel Company, Buffalo, provide for the addition of five furnaces, which will make eight in all. The size of these furnaces has not been determined, finally.

City Gives Streets to Tube Works.
The city council of McKeesport has decided to vacate 13 streets, covering about six acres, in order that the National Tube Company may build an extension to its plant.

Subscribe for The Weekly Courier.

RAILROADS MAKE OFFER

**Submit Counter Proposals for Con-
sideration of Employees.**

NEW YORK, March 30.—Eastern railroad managers replied today to the demands of their employees for an eight hour day and higher rates for overtime work by submitting propositions of their own for discussion. The demands of the employees are not refused, neither is a demand made by the railroad managers for the acceptance of their own proposition.

These are considered for consideration in the negotiations that are expected to follow.

"What the railroads ask for is an open door," their reply states.

The reply was sent today to the officials of the four brotherhoods immediately after the receipt of the employees' demands.

The railroad managers demand that there shall be open for discussion those propositions in present schedule of compensation which are "in conflict" with the following principles:

No double compensation for the same time or service.

The same classification for the purpose of compensation shall be applied to all members of a train and engine crew.

Two or more differently paid classes of service performed in the same day or trip to be paid proportionately rates according to the class of service, with not less than a minimum day for the combined service.

The reply explains that these are not "counter proposals" but that "in such a fundamental reconstruction of the wage basis as is proposed by the employees, the railroads insist they have a right to demand a frank discussion as to the rules and regulations interwoven in the present wage structure, many rules and regulations that are fair and equitable under the present basis of pay manifestly would be unfair and inequitable on any other basis of pay."

The present standards of rules and working conditions the railroad managers hold "are adequate and even liberal to their employees."

"They have no desire," they say, "to reduce the employees' earnings but demand consideration of the matters affected by the three principles named."

"Under our proposals complete fundamental changes in operating methods and practices on which the schedules have been built up."

W. VA. COAL MINERS

**Idle Because of Injunction Against
Rival Organization.**

The miners of the Cabin Creek region in West Virginia are idle because of the mine workers' organization of West Virginia have secured an injunction against a large number of individual members of the United Mine Workers of America prohibiting them from interfering with the petitioners in their work with the terms of a contract they had entered into with the Cabin Creek operators for a period extending from April 1, 1916, to December 1, 1918.

The bill complaint alleges that members of the United Mine Workers have conspired, and by coercion and threats, have intimidated a large number of the miners who fear to return to work because of threats of personal injury and against their homes and families. It is alleged that the members of the older organization have brought organizers from other states, usurped the offices of regularly elected officials of that organization and are holding meetings, making inflammatory speeches and otherwise conducting themselves in a manner inimical to the peace and welfare of this mining region.

TO PROBE GASOLINE RISE

**Senate Calls on Attorney General to
Secure Accurate Price.**

WASHINGTON, March 30.—Agitation over the soaring price of gasoline came up in the Senate today and ended in the adoption of a resolution by Senator Martino directing the attorney general to investigate whether rising prices are the result of an unlawful conspiracy.

Senator Martino's resolution was prefaced by a preamble asserting that the "Standard Oil trust" controlled the gasoline output and prices.

"Every citizen here knows—he doesn't think," said Senator Stone, "that consumers of gasoline are being robbed by some thieves."

Senator Cummings declared he had knowledge that the trade commission was preparing to report to the attorney general on a complaint that the Standard Oil Company of Indiana was in a conspiracy with eastern branches of the company, "the effect of which is to lift the price of gasoline in the eastern country above prices in the West, where there is some competition forced by independent concerns."

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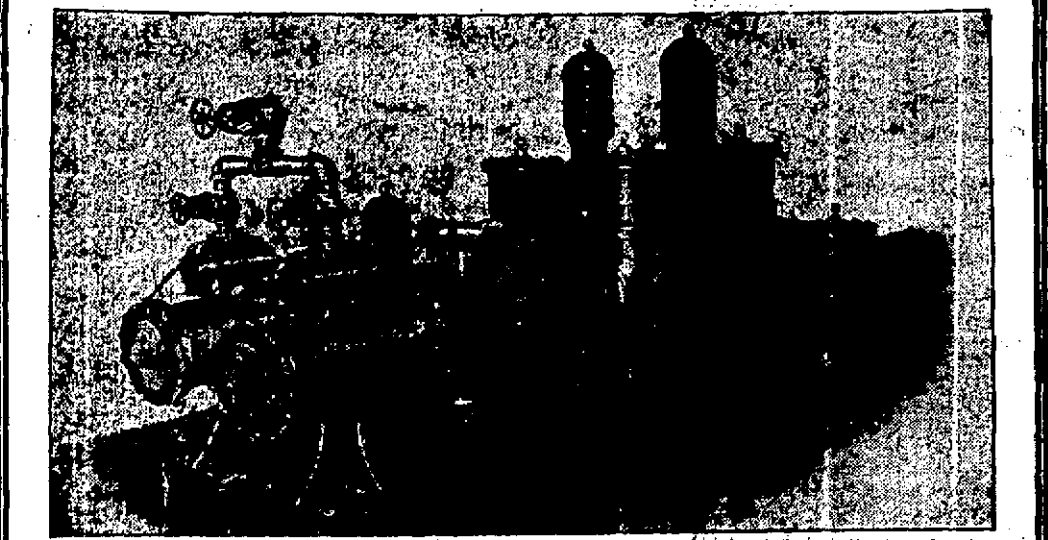
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